

**National Transportation Safety Board
Washington, DC 20594**

Brief of Accident

Adopted 09/01/2004

MIA03FA034 File No. 16148	12/25/2002	Manteo, NC	Aircraft Reg No. N1122Y	Time (Local): 01:00 EST		
Make/Model:	Cessna / 208B			Fatal	Serious	Minor/None
Engine Make/Model:	Pratt & Whitney Canada / PT6A-114A		Crew	1	0	0
Aircraft Damage:	Substantial		Pass	0	0	0
Number of Engines:	1					
Operating Certificate(s):	On-demand Air Taxi					
Type of Flight Operation:	Positioning					
Reg. Flight Conducted Under:	Part 91: General Aviation					
Last Depart. Point: Elizabeth City, NC				Condition of Light: Night/Dark		
Destination: Same as Accident/Incident Location				Weather Info Src: Weather Observation Facility		
Airport Proximity: Off Airport/Airstrip				Basic Weather: Instrument Conditions		
				Lowest Ceiling: 300 Ft. AGL, Overcast		
				Visibility: 3.00 SM		
				Wind Dir/Speed: 350 / 005 Kts		
				Temperature (°C): 12		
				Obstr to Vision: Fog		
				Precipitation: None		
Pilot-in-Command	Age: 62	Flight Time (Hours)				
Certificate(s)/Rating(s)				Total All Aircraft: 19091		
Airline Transport; Multi-engine Land; Single-engine Land				Last 90 Days: 43		
Instrument Ratings				Total Make/Model: 500		
Airplane				Total Instrument Time: 2100		

At 0029, the pilot contacted Norfolk Approach and stated he was ready for takeoff on runway 01 at Elizabeth City. The controller instructed the pilot to fly runway heading and climb to 3,000 feet. At 0032, the controller advised the pilot that the flight was radar contact and for the pilot to fly heading 160 degrees. At 0034, the Norfolk Approach controller instructed the pilot to contact the FAA Washington Air Route Traffic Control Center. At 0034, the pilot of N1122Y contacted the controller at Washington Center, stating he was coming up on 3,000 feet. The controller acknowledged, and the pilot requested the non-directional beacon (NDB) approach to runway 5 at Dare County Airport, Manteo. At 0036, the controller instructed the pilot to fly heading 145 degrees for Manteo and fly direct to the NDB when he receives the signal. The pilot acknowledged and the controller also asked the pilot if he had the current weather for Manteo. The pilot responded that he did have the current weather. At 0043, the controller cleared the pilot for the NDB runway 5 approach at Manteo and to maintain 2,000 feet until the flight crossed the beacon outbound. The pilot acknowledged. At 0046, the controller informed the pilot that radar contact with the flight was lost and for the pilot to report a cancellation or a downtime on his radio frequency. The pilot acknowledged. At 0057:21, the controller called the pilot and the pilot responded by reporting the flight was procedure turn inbound. No further transmissions were received from the pilot. When the pilot did not report that he was on the ground, and further radio contact could not be established, controllers initiated search and rescue efforts. The wreckage of the airplane was located in the waters of Croatan Sound, about 1.5 miles west of the Dare County Regional Airport about 1000. The pilot was not located in the airplane. The body of the pilot was located in the waters of Croatan Sound on February 11, 2003. Post crash examination of the airplane, flight controls, and engine showed no evidence of precrash failure or malfunction. The propeller separated from the airplane and was not located after the accident. Damage to the mounting bolts for the propeller was consistent with the propeller separating due to impact with the water. Postmortem examination of the pilot showed no findings which could be considered causal to the accident.

Brief of Accident (Continued)

MIA03FA034				
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Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - DRIZZLE/MIST
3. (C) MINIMUM DESCENT ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.

The pilot's continued descent below the minimum descent altitude, for undetermined reasons, while performing a NDB approach, resulting in the airplane crashing into water 1.5 miles from the airport. A factor in the accident was a cloud ceiling below the minimum descent altitude and low visibility.